Electrification in these countries is on different Voltages and different Gauges, depending on. application' and technology.

(b) 5 trunk routes namely Delhi-Howrah, Delhi-Bombay via Central and Western, Railways, Delhi-Madras (GT) route and Bombay-Howrah via Nagpur have since been electrified.

(c) Electriation is a continuous process and works are in progress on part sections on the remaining two trunk routes viz. Madras-Bombay and Madras-Howrah. These works are likely to be completed by March, 1998, subject to availability of fands.

Construction of overbridges at railway Stations in Madhya Pradesh

4538. SHRl SURESH PACHOURI: Will the Minister of RAILWAYS be pleased to state:

(a) the details of overbridges presemtly under construction at. various railway stations in Madhya Pradesh;

(b) by when each of these overbridges is likely to be completed and opened for use;

(c) whether Government have amy plans for proy'ding more overbridges at various Railway Stations in $&dhya Pradesh in the near future; and

(d) if so, what are the details thereof?

THE MINISTER OF STATE IN THE MINISTER OF RAILWAYS (SHRI MALLIKARJUN : (*a*) ' and' (b) Betails of works of ' provisions of f .;ot over bridges which have been taken up in Madhya Pradesh are as under:— (Rs. in lakhs)

S.No.	Name of Station	Estimated Cost	Target date of completion
1	Khirkiya	7.'38	December, 1993
2	Obaidullaganj	11.30	December, 3993
3	Budni	9.35	December, 1993
4	Salamatpur	7.69	December, 1993
5	Bhilainagar	7.88	March, 1994
6	Kirodimalnagar	7.88	December, 1994
7	Bhakongarh	4.14	March, 1993

(c) Yes, Sir.

(d) Works in this regard will be taken up wherever so warranted by traffic re-quirements, subject to availability of funds and comparative needs of various stations.

Railway accidents

4539. DR. YELAMANCHILI SI-VAJI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that more than 100 accidents took place in S.C. Railway Zone during the last eighteen months;

(b) if so, what are the details thereof and what steps have been taken to avoid the same; and

(c) what are the reasons for these accidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALUKARJUN): (a) to (c) There were 93 consequential train accidents comprising 6 collisions, 80 derailments, 5 at level crossings and 2 cases of fire in trains on South Central Railway during the period 1-2-1991 to 31-7-1992. The main causes of these accidents were failure of railway staff, equipment failure, failure of road users, sabotage,

Som© of the Jmportant steps taken to reduce accidents are:

(i) iaduotioa of technical' devices to aid the human element;

V (ii) monitoring the performance of staff of critical safety categories such as drivers, guards. station masters, etc.;

(iii) intensive training of staff in operational categories;

(iv) intensive and frequent inspections of sensitive installations;

(v) surprise viieck$_s$ against carriage of inflammabie/explosive material in passenger trains; and

(vi) provision of whistle boards] speed breaker* and road signs at the approaches of unmanned level crossings and improving visibility for road users and train drivers.

Fly over bridges in Andhra Prdaesh

4540. DR. VELAMANCHILI SIVA-.11: Will the *M'K^ev* of RAILWAYS be pleased to state:

(a) the fly over bridges that are under construction in Andhra Pradesh; and

(b) what ana *the* proposals that are pending for dec ranee?

THE MINIS) SR OF STATE IN THE MINISTRY Of RAILWAYS (SHRI MALLEKARJUN): (a) Twenty one Road Overbridges on the following places in Andhra Pradesh are approved works in 1992-93. Works Programme of Railways and are under different stages of construction:—

(1) Bibinagar. (2) Gudur. (3) Vikarabad, (4) Bhimavaram, (5) Bet-ween Nidadavolu and Brahmanagudam, (6) Dabirpura. (7) Between, Jangaon and Pembarti staions, (8) Kavali, (9) Nandyal, (10. Mahabubnagar, (11) Between T.nunapjr and Shadnagar, (12) Patakole, (13) Ajitsingh Nagar, (14) Gbatfesar, (15) Fathenagar, (.16) Adgstnet near Jamai Ostnania station, (17) Manchertel and Peddampet, (18) Arakapalli and Thadi, (19) Between Thadi and Duwada, (20) Between Umdanagar and Timmapur, (21) Kazipet.

(b) There are 5 such proposals:- (1) Falakmuma, *(2)* Alwaia, (3) Kowur, (4) Chirala (5) Narasaraopet.

Transportation of coal by wagons far glass maimfactivlng unto

4541. SHRI SATYA PRAKASH MALAVIYA:

SHRI ISH DUTT YADAV:

Will the Minister of RAILWAYS be pleased to state:

(a) whether any guidelines for transportation, of coal by wagon$_s$ for glass manufacturing Units has been made;

(b) if so, what are the basis of regulating the movements of wagons and norms devised for it;

(c) what i$_s$ the present allotment position of wagons for movement of coal to Glass Manufacturing Units of Ferozabad and other industries in Uttar Pradesh starting industry-wise position of backlog if any;

(d) whether the Ministry have discretionary powers to allot wagons to few-glass industries on priority basis;

(e) -, if so, what are the norms for such dut-of-turn allotment of wagons; and

(f) the number of glass manufactur ing Units which have been allotted wagons on priority basis?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, Sir.

(b) Allotment and supply of wagons for loading of coal is made on the basis of sponsorships made by the sponsoring authorities and as per the offers given by the colleries.

(c) Position of programmes, offers made by the collieries and allotment iof steam coal rake$_s$ to GLS/POT units in